

MEMORANDUM FOR:

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EA/DDT

PFIAB staffers have asked several questions about the so-called Soviet landbridge in the US, the arrangement whereby the Soviets shipped containers between ports in the US. CRS has provided brief oral answers to several of the questions but the PFIAB staff has now sent to us a list of questions which it would like answered.

I believe we should refer the PFIAB to State, FBI, etc. The questions are concerned with legitimate Soviet activities in the US with which other agencies are concerned.

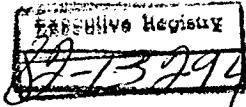
Do you agree? Is there anything for us to contribute on this topic?

Date 2 December 1982

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QUESTIONS ON SOVIET LANDBRIDGE

1. When did the landbridge operation start?
2. What studies have been done on the landbridge? What are the names of the individuals involved?
3. What are the cost savings for the Soviets to use the landbridge?
4. How many trucks have been involved?
5. Are we legally permitted to look into the containers?
6. Has anyone ever opened one of the landbridge containers?
What was in ~~it~~^{them}?
7. Have the landbridge containers ever been breached?
8. Who are the drivers for the landbridge operation?
9. Who owns MORAM?
10. Who owns the Soviet companies?
11. Is AMTORG involved?
12. How many employees ^{at} of New Orleans? What do they do?
13. Who at DoD objected to the New Orleans repair facility people? Why?
14. Where are the manifests for the routes?
15. What written agreement is there for the landbridge operation?
When and where was it signed? Was it part of the detente effort?
16. Do we have the privilege of shipping across the Soviet Union?
Do we do it?
17. Is there any unusual activity around sub bases, nuc weapons shortage sites?
18. In whose jurisdiction does this fall if they are conducting surveillance?
 - FBI?
 - ICC?
 - U.S. Customs Service?

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